United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

Contact Us

June 4, 2020

Contents

The next release is June 11, 2020

WEEKLY HIGHLIGHTS

Last Week's Diesel Fuel Prices Recovered Previous Week's Losses

During the week ending June 1 (last week), U.S. average on-highway diesel fuel prices averaged $2.386 per gallon. During the week ending May 25, prices rose 0.4 cents per gallon, but then fell by the same amount last week (restoring value to shippers). Prices were 75 cents per gallon lower than the same week last year. Since mid-January, prices have fallen 69.3 cents per gallon. According to the Department of Energy's latest *Short-Term Energy Outlook*, "Reduced economic activity related to the COVID-19 pandemic has caused significant changes in energy supply and demand patterns. Crude oil prices, in particular, have fallen significantly since the beginning of 2020, largely driven by reduced oil demand because of COVID-19 mitigation efforts." Crude oil prices averaged $18 per barrel in April, a decrease of more than $45 per barrel since the beginning of the year.

Study on Nation's Rural Transportation Challenges

TRIP, a nonprofit transportation-research organization, recently published a study, *Rural Connections: Challenges and Opportunities in America's Heartland*. The report begins by highlighting the importance of transportation in moving agricultural goods to the rural economy. The authors also identify and discuss challenges affecting rural transportation, such as funding, safety, deficient road and bridge conditions, and connectivity. Regarding the Nation's rural roads, highways, and bridges, the authors find "significant deficiencies and deterioration" exist. They find pavements were "in poor condition" on 13 percent of rural roads (in 2018) and nearly 1 in 12 rural bridges were rated as "poor or structurally deficient" (in 2019).

Total Grain Inspections Increase

For the week ending May 28, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions totaled 2.1 million metric tons (mmt). Total grain inspections were up 6 percent from the previous week, up 9 percent from last year, and down 13 percent from the 3-year average. Compared to the previous week, inspections were up 7 percent for wheat, up 3 percent for corn, and up 16 percent for soybeans. Grain inspections increased 31 percent from the previous week in the Pacific Northwest (PNW) and increased 14 percent in the Mississippi Gulf. During the last 4 weeks, inspections of grain were 5 percent below last year and 12 percent below the 3-year average. Year-to-date inspections of grain were down 9 percent from the previous week.

Snapshots by Sector

Export Sales

For the week ending May 21, **unshipped balances** of wheat, corn, and soybeans totaled 21.9 mmt. This represented a 4-percent decrease in outstanding sales from the same time last year. Net **corn export sales** were 0.427 mmt, down 52 percent from the past week. Net **soybean export sales** were 0.644 mmt, down 47 percent from the previous week. Net weekly **wheat export sales** were 0.210 mmt, up 19 percent from the previous week.

Rail

U.S. Class I railroads originated 21,977 **grain carloads** during the week ending May 23. This was 6 percent higher than the previous week, 2 percent less than last year, and 9 percent lower than the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were $94 below tariff for the week ending May 28. This was $4 more than last week and $249 lower than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending May 30, **barge grain movements** totaled 764,310 tons. This was 3 percent less than the previous week and 180 percent more than the same period last year.

For the week ending May 30, 488 grain barges **moved down river**—12 fewer barges than the previous week. There were 615 grain barges **unloaded in New Orleans**, 5 percent less than the previous week.

Ocean

For the week ending May 28, 39 **oceangoing grain vessels** were loaded in the U.S. Gulf—50 percent more than the same period last year. Within the next 10 days (starting May 29), 42 vessels were expected to be loaded—18 percent fewer than the same period last year.

As of May 28, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $34.25. This was 1 percent more than the previous week. The rate from PNW to Japan was $18.00 per mt, 1 percent more than the previous week.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* June 4, 2020.
Web: http://dx.doi.org/10.9752/TS056.06-04-2020

Feature Article/Calendar

AgTransport 2.0: USDA Upgrades Its Agricultural Transportation Open Data Platform

On June 1, the Transportation Services Division (TSD) of USDA's Agricultural Marketing Service (AMS) launched an upgraded version—"AgTransport 2.0"—of its Agricultural Transportation Open Data Platform. This free tool was first introduced in June 2019 and assists USDA customers in making data-driven decisions about transporting agricultural goods domestically and internationally.

The platform's interactive format allows customers to view, access, and download data related to several transportation reports, including the weekly *Grain Transportation Report*. It provides a vivid, multi-faceted alternative to static PDFs and Excel files covering USDA data on the transportation of agricultural products by rail, truck, barge, and ocean. The platform also houses a variety of non-USDA data related to the movement of agricultural products.

The upgrades to the platform include:

- New rail story with expanded data, commodity rail maps, and analysis featuring 14 years of Surface Transportation Board Public Waybill data in an easy-to-use, accessible format.
- New story on ethanol and distillers' dried grains with solubles transportation.
- New dashboard for grain price, basis, and price spread data, updated weekly.
- New ocean vessel fleet data for bulk and container shipments.
- New containerized grain dashboard.
- Digitized ocean port profiles.
- Digitized and updated modal share data for the transportation of U.S. grains.
- Three short videos, including a welcome and overview video about AgTransport 2.0 and two instructional videos on integrating data with Tableau and Excel.

The platform gives users greater functionality with only a few easy clicks, quickly enabling anyone to:

- View interactive dashboards on agricultural transportation modes and markets, with most updated weekly.
- Access data in eight different formats, accommodating users' unique needs and preferences, such as comma-separated values (CSV) or extensible markup language (XML).
- Effortlessly access application programming interface (API)-enabled data, for developing mobile and web apps and interacting programmatically with the data.
- Easily filter and aggregate data before downloading.
- Create visualizations and maps from datasets.
- Save personalized dataset views and visualizations, which are automatically updated to show the latest insights, and are easily embedded into other websites and applications.

USDA's transportation data reports inform the business of 30,000 subscribers, including farmers, commodity analysts, elevator operators, shippers, and other stakeholders. AgTransport 2.0—with its improved customer experience—will further enhance customers' relationship with the data.

USDA will continue to look for ways to expand and improve the offerings on AgTransport 2.0 to ensure that its data are accessible, easily conceptualized and acted on, helping customers optimize their decision-making on how to deliver farm and food products efficiently and economically. If you have any thoughts or suggestions, we welcome your feedback. Please write to us at the link below.

GTRContactUs@usda.gov

Grain Transportation Indicators

Table 1
Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Unit train	Shuttle		Gulf	Pacific
06/03/20	160	n/a	219	157	153	128
05/27/20	160	n/a	219	160	152	126

[1]Indicator: Base year 2000 = 100. Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge ($/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan ($/metric ton); n/a = not available.
Source: USDA, Agricultural Marketing Service.

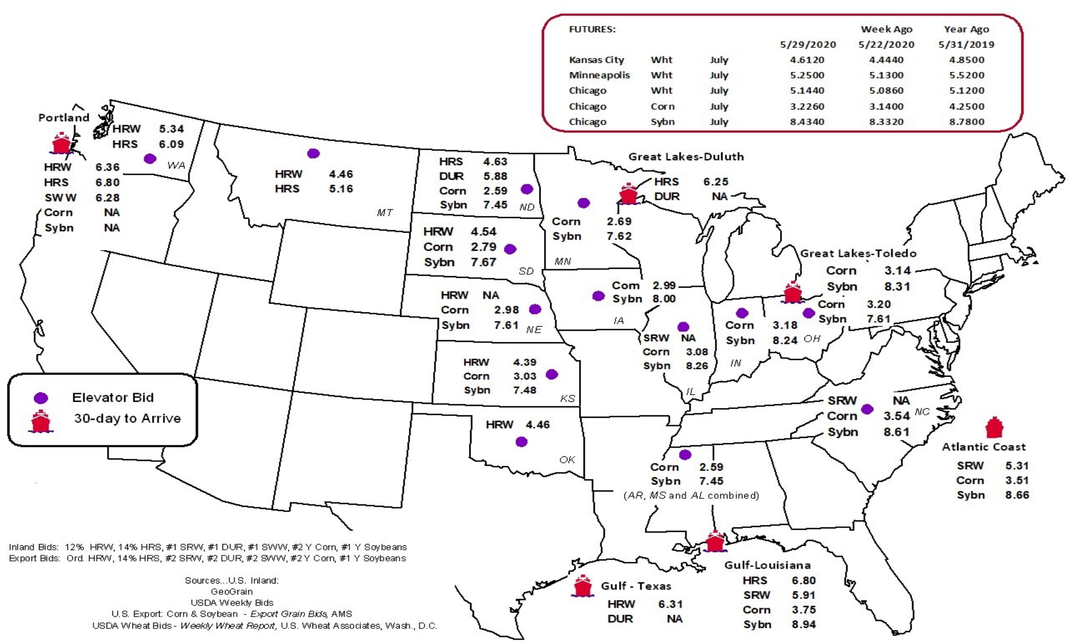
Table 2
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	5/29/2020	5/22/2020
Corn	IL–Gulf	-0.67	-0.69
Corn	NE–Gulf	-0.77	-0.86
Soybean	IA–Gulf	-0.94	-0.98
HRW	KS–Gulf	-1.92	-1.98
HRS	ND–Portland	-2.17	-2.19

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.
Source: USDA, Agricultural Marketing Service.

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1
Grain bid summary



Rail Transportation

Table 3

Rail deliveries to port (carloads)[1]

For the week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-border Mexico[3]
5/27/2020[p]	583	907	4,739	187	6,416	5/23/2020	2,888
5/20/2020[r]	542	1,064	4,109	124	5,839	5/16/2020	2,306
2020 YTD[r]	9,837	17,732	101,839	4,382	133,790	2020 YTD	50,492
2019 YTD[r]	18,716	25,728	119,843	7,981	172,268	2019 YTD	49,418
2020 YTD as % of 2019 YTD	53	69	85	55	78	% change YTD	102
Last 4 weeks as % of 2019[2]	59	90	105	43	93	Last 4wks. % 2019	99
Last 4 weeks as % of 4-year avg.[2]	119	97	93	48	93	Last 4wks. % 4 yr.	98
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,674

[1]Data is incomplete as it is voluntarily provided.

[2] Compared with same 4-weeks in 2019 and prior 4-year average.

[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads.
to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

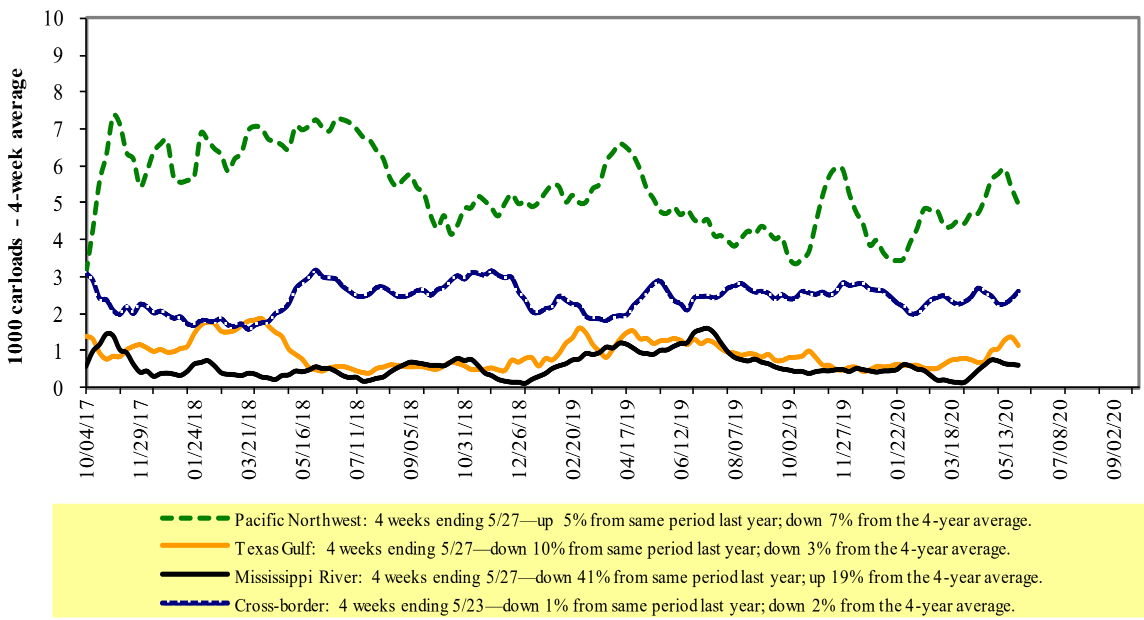
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

Source: USDA, Agricultural Marketing Service.

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

Table 4

Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending:	East		West			U.S. total	Canada	
5/23/2020	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,923	2,141	10,959	1,193	5,761	21,977	4,513	4,954
This week last year	2,087	3,132	11,541	972	4,751	22,483	3,328	3,597
2020 YTD	35,782	48,855	223,921	22,101	102,846	433,505	81,391	90,334
2019 YTD	41,514	59,061	230,752	23,362	108,237	462,926	91,738	89,835
2020 YTD as % of 2019 YTD	86	83	97	95	95	94	89	101
Last 4 weeks as % of 2019*	84	76	94	100	111	94	101	124
Last 4 weeks as % of 3-yr. avg.**	89	86	88	102	105	93	108	109
Total 2019	91,611	137,183	568,369	58,527	260,269	1,115,959	212,537	235,892

*The past 4 weeks of this year as a percent of the same 4 weeks last year.

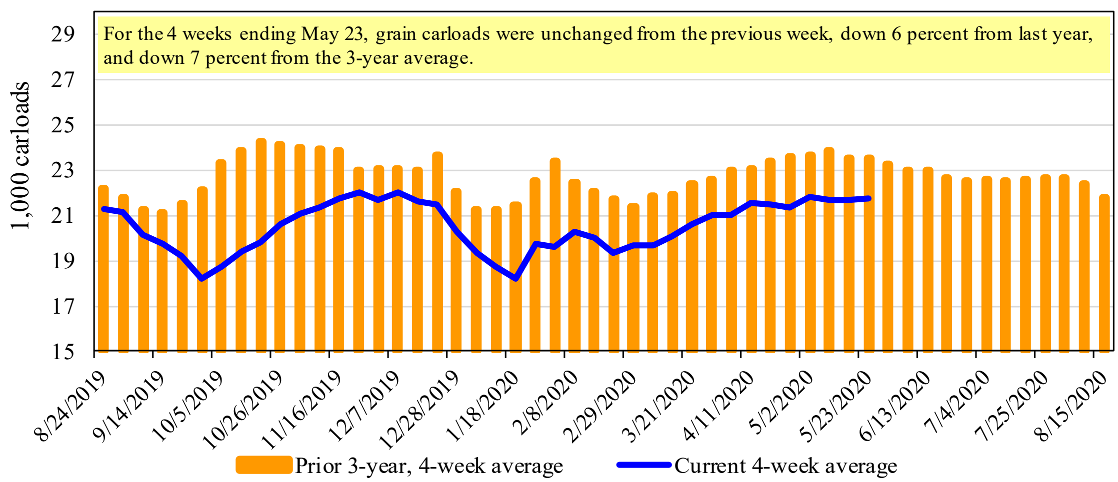
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

Note: NS = Norfolk Southern; KCS = Kansas City Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific.

Source: Association of American Railroads.

Figure 3

Total weekly U.S. Class I railroad grain carloads



Source: Association of American Railroads.

Table 5

Railcar auction offerings[1] ($/car)[2]

For the week ending:		Delivery period							
5/28/2020		Jun-20	Jun-19	Jul-20	Jul-19	Aug-20	Aug-19	Sep-20	Sep-19
BNSF[3]	COT grain units	2	no bids	no bids	no bids	no bids	no bids	no bids	n/a
	COT grain single-car	4	0	6	0	0	0	0	n/a
UP[4]	GCAS/Region 1	no bid	no offer	no bid	no bid	no bid	no offer	n/a	n/a
	GCAS/Region 2	2	no offer	4	10	4	no offer	n/a	n/a

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction. n/a = not available.

[3]BNSF - COT = BNSF Railway Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

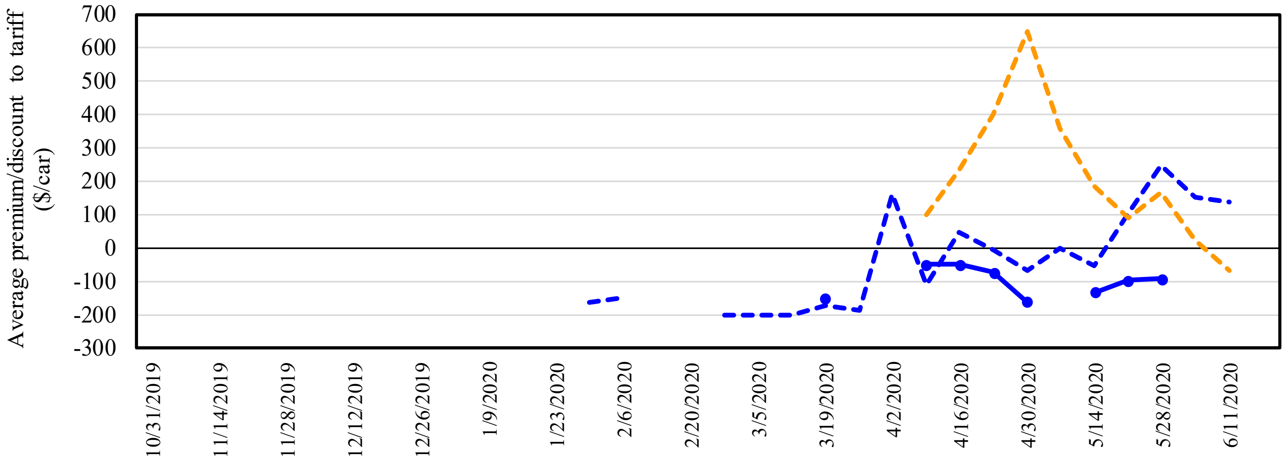
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

Source: USDA, Agricultural Marketing Service.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/ supply.

Figure 4
Bids/offers for railcars to be delivered in June 2020, secondary market

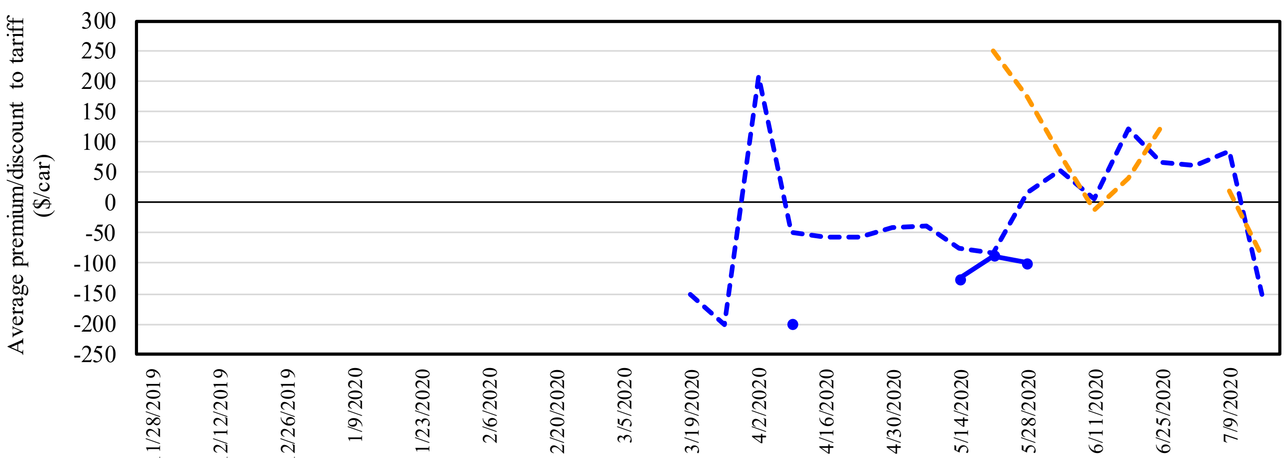


5/28/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$100	-$88

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $4 this week and are $44 below the peak.

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service.

Figure 5
Bids/offers for railcars to be delivered in July 2020, secondary market



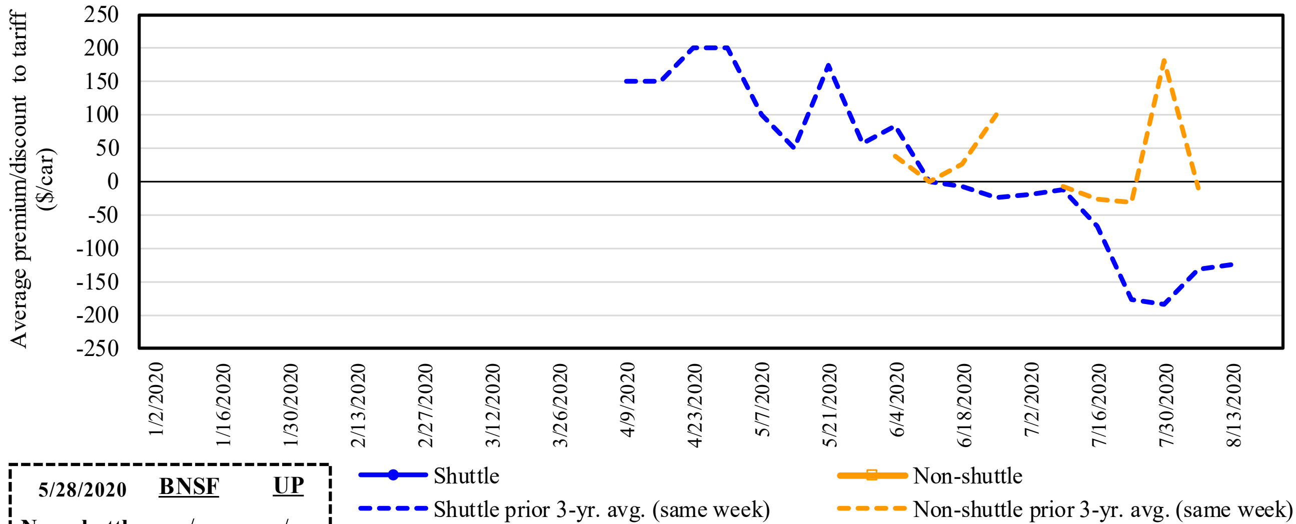
5/28/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	n/a	-$100

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $13 this week and are $13 below the peak.

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service.

Figure 6

Bids/offers for railcars to be delivered in August 2020, secondary market



5/28/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	n/a	n/a

There were no non-shuttle bids/offers this week.
There were no shuttle bids/offers this week.

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service.

Table 6

Weekly secondary railcar market ($/car)[1]

For the week ending: 5/28/2020		Delivery period					
		Jun-20	**Jul-20**	**Aug-20**	**Sep-20**	**Oct-20**	**Nov-20**
Non-shuttle	**BNSF-GF**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**(100)**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(4)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	(144)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**(88)**	**(100)**	**n/a**	**n/a**	**175**	**n/a**
	Change from last week	12	(12)	n/a	n/a	(25)	n/a
	Change from same week 2019	(354)	(8)	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week.

Note: Bids listed are market indicators only and are not guaranteed prices. n/a = not available; GF = guaranteed freight; Pool = guaranteed pool;
BNSF = BNSF Railway; UP = Union Pacific Railroad.

Data from James B. Joiner Co., Tradewest Brokerage Co.

Source: USDA, Agricultural Marketing Service.

The **tariff rail rate** is the base price of freight rail service. Together with **fuel surcharges** and any **auction and secondary rail** values, the tariff rail rate constitutes the full cost of shipping by rail. Typically, auction and secondary rail values are a small fraction of the full cost of shipping by rail relative to the tariff rate. However, during times of high rail demand or short supply, high auction and secondary rail values can exceed the cost of the tariff rate plus fuel surcharge.

Table 7

Tariff rail rates for unit and shuttle train shipments[1]

June 2020	Origin region[3]	Destination region[3]	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[4]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,983	$40	$39.96	$1.09	-2
	Grand Forks, ND	Duluth-Superior, MN	$4,333	$0	$43.03	$1.17	2
	Wichita, KS	Los Angeles, CA	$7,240	$0	$71.90	$1.96	0
	Wichita, KS	New Orleans, LA	$4,525	$71	$45.64	$1.24	-2
	Sioux Falls, SD	Galveston-Houston, TX	$6,976	$0	$69.28	$1.89	0
	Colby, KS	Galveston-Houston, TX	$4,801	$78	$48.45	$1.32	-3
	Amarillo, TX	Los Angeles, CA	$5,121	$109	$51.93	$1.41	-3
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,900	$80	$39.53	$1.00	-5
	Toledo, OH	Raleigh, NC	$6,816	$0	$67.69	$1.72	4
	Des Moines, IA	Davenport, IA	$2,415	$17	$24.15	$0.61	6
	Indianapolis, IN	Atlanta, GA	$5,818	$0	$57.78	$1.47	3
	Indianapolis, IN	Knoxville, TN	$4,874	$0	$48.40	$1.23	4
	Des Moines, IA	Little Rock, AR	$3,800	$50	$38.23	$0.97	-4
	Des Moines, IA	Los Angeles, CA	$5,680	$146	$57.85	$1.47	-5
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$52	$36.58	$1.00	-4
	Toledo, OH	Huntsville, AL	$5,630	$0	$55.91	$1.52	3
	Indianapolis, IN	Raleigh, NC	$6,932	$0	$68.84	$1.87	3
	Indianapolis, IN	Huntsville, AL	$5,107	$0	$50.71	$1.38	3
	Champaign-Urbana, IL	New Orleans, LA	$4,645	$80	$46.93	$1.28	-5
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,143	$0	$41.14	$1.12	2
	Wichita, KS	Galveston-Houston, TX	$4,361	$0	$43.31	$1.18	0
	Chicago, IL	Albany, NY	$7,074	$0	$70.25	$1.91	20
	Grand Forks, ND	Portland, OR	$5,801	$0	$57.61	$1.57	1
	Grand Forks, ND	Galveston-Houston, TX	$6,121	$0	$60.78	$1.65	1
	Colby, KS	Portland, OR	$6,012	$128	$60.97	$1.66	-3
Corn	Minneapolis, MN	Portland, OR	$5,180	$0	$51.44	$1.31	0
	Sioux Falls, SD	Tacoma, WA	$5,140	$0	$51.04	$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	$3,820	$80	$38.73	$0.98	-3
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	0
	Des Moines, IA	Amarillo, TX	$4,220	$63	$42.53	$1.08	1
	Minneapolis, MN	Tacoma, WA	$5,180	$0	$51.44	$1.31	0
	Council Bluffs, IA	Stockton, CA	$5,000	$0	$49.65	$1.26	0
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,850	$0	$58.09	$1.58	2
	Minneapolis, MN	Portland, OR	$5,900	$0	$58.59	$1.59	2
	Fargo, ND	Tacoma, WA	$5,750	$0	$57.10	$1.55	2
	Council Bluffs, IA	New Orleans, LA	$4,875	$93	$49.33	$1.34	-1
	Toledo, OH	Huntsville, AL	$4,805	$0	$47.72	$1.30	4
	Grand Island, NE	Portland, OR	$5,260	$131	$53.53	$1.46	-11

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 111 short tons (100.7 metric tons): corn 56 pounds per bushel (lbs/bu), wheat and soybeans 60 lbs/bu.

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

[4]Percentage change year over year (Y/Y) calculated using tariff rate plus fuel surcharge.

Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 8

Tariff rail rates for U.S. bulk grain shipments to Mexico

Date: June 2020							
Commodity	**Origin state**	**Destination region**	**Tariff rate per car[1]**	**Fuel surcharge per car[2]**	**Tariff rate plus fuel surcharge per: metric ton[3]**	**bushel[3]**	**Percent change[4] Y/Y**
Wheat	MT	Chihuahua, CI	$7,509	$0	$76.72	$2.09	3
	OK	Cuautitlan, EM	$6,775	$56	$69.79	$1.90	1
	KS	Guadalajara, JA	$7,534	$329	$80.34	$2.18	-1
	TX	Salinas Victoria, NL	$4,329	$33	$44.57	$1.21	-1
Corn	IA	Guadalajara, JA	$8,902	$273	$93.75	$2.38	0
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	3
	NE	Queretaro, QA	$8,278	$112	$85.73	$2.18	-1
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,643	$109	$79.21	$2.01	-1
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	3
Soybeans	MO	Bojay (Tula), HG	$8,547	$256	$89.94	$2.45	-2
	NE	Guadalajara, JA	$9,172	$265	$96.42	$2.62	-1
	IA	El Castillo, JA	$9,490	$0	$96.97	$2.64	4
	KS	Torreon, CU	$7,964	$179	$83.20	$2.26	0
Sorghum	NE	Celaya, GJ	$7,772	$239	$81.85	$2.08	-1
	KS	Queretaro, QA	$8,108	$70	$83.55	$2.12	0
	NE	Salinas Victoria, NL	$6,713	$56	$69.16	$1.75	0
	NE	Torreon, CU	$7,092	$162	$74.12	$1.88	-2

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

[2]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

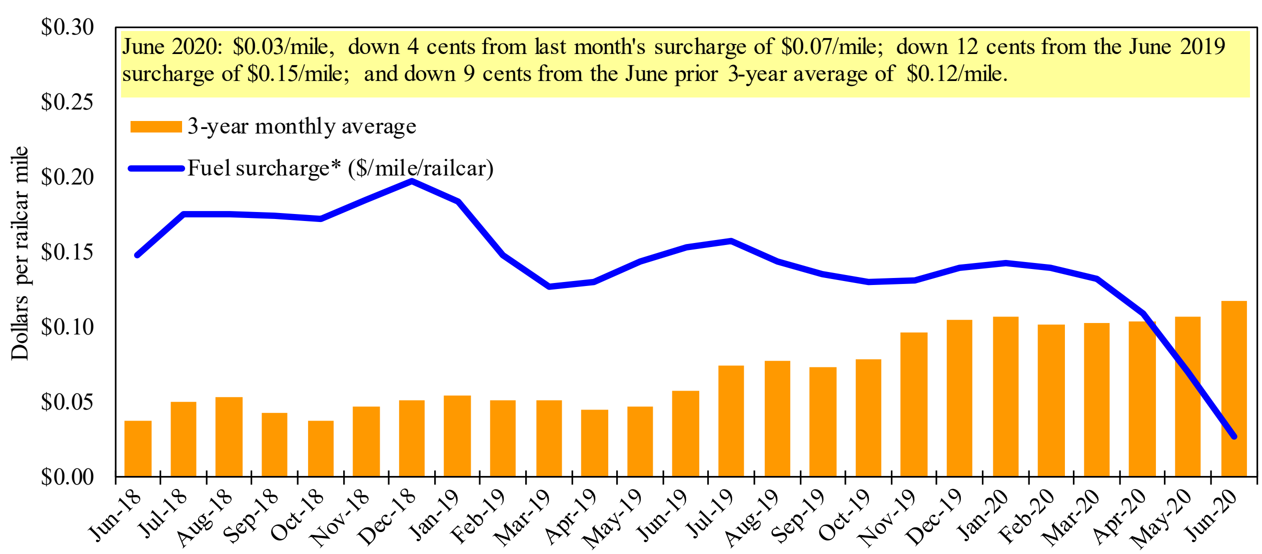
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

Sources: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

Figure 7

Railroad fuel surcharges, North American weighted average[1]



[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

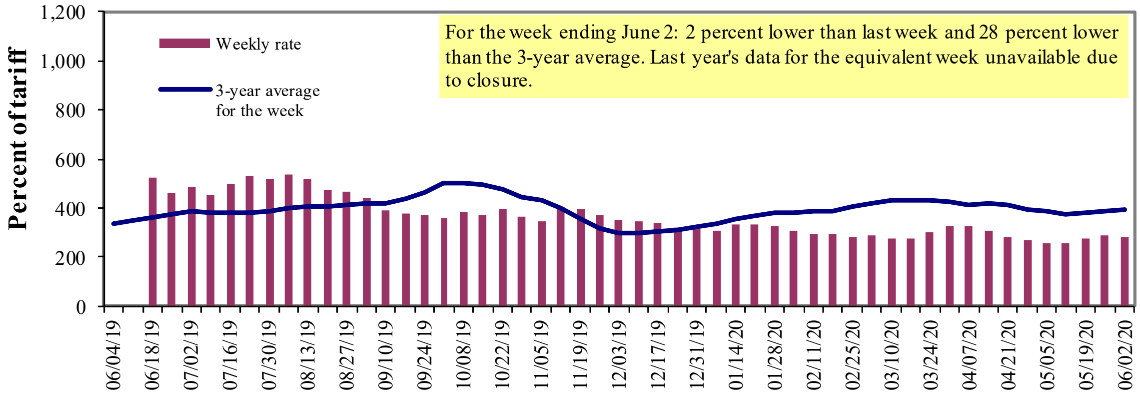
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Barge Transportation

Figure 8

Illinois River barge freight rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: USDA, Agricultural Marketing Service.

Table 9

Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	6/2/2020	355	293	283	190	180	180	179
	5/26/2020	377	303	288	200	180	180	187
$/ton	6/2/2020	21.97	15.59	13.13	7.58	8.44	7.27	5.62
	5/26/2020	23.34	16.12	13.36	7.98	8.44	7.27	5.87
Current week % change from the same week:								
	Last year	-	-	-	-	-40	-40	-32
	3-year avg. [2]	-17	-25	-28	-31	-39	-39	-29
Rate[1]	July	351	291	-	193	189	189	184
	September	388	369	-	336	359	359	333

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds; "-" not available due to closure.

Source: USDA, Agricultural Marketing Service.

Figure 9
Benchmark tariff rates

Calculating barge rate per ton:
(Rate * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.

Map Credit: USDA, Agricultural Marketing Service

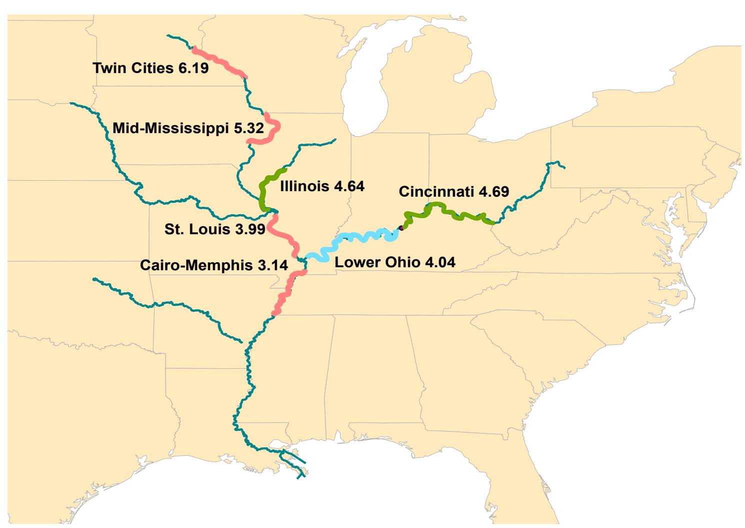
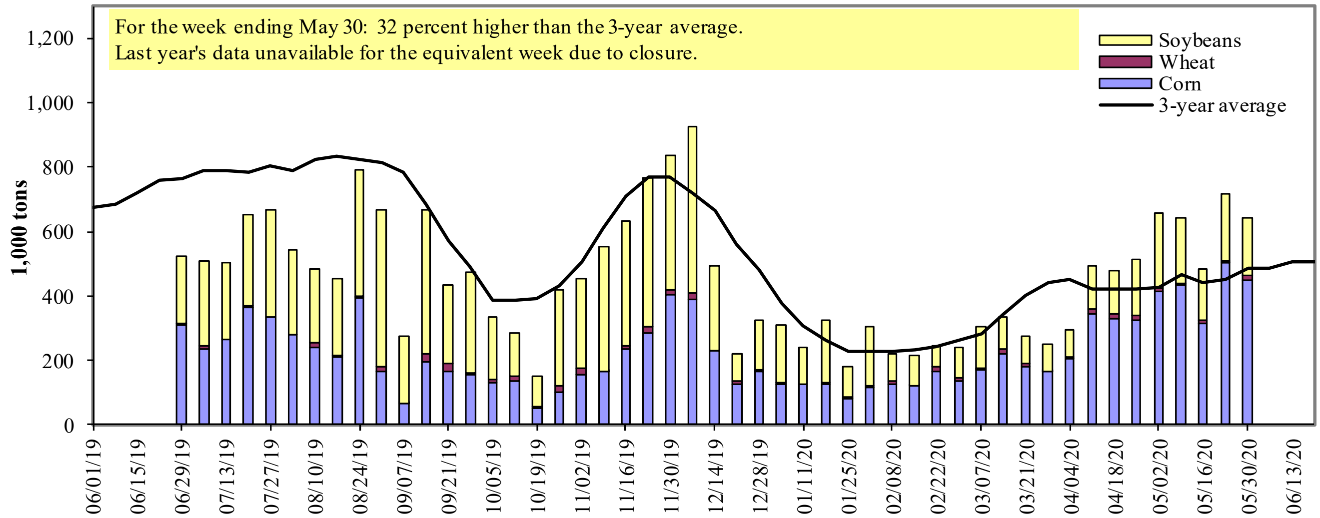


Figure 10

Barge movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers.

Table 10

Barge grain movements (1,000 tons)

For the week ending 05/30/2020	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	282	3	79	0	364
Winfield, MO (L25)	428	5	130	0	563
Alton, IL (L26)	446	8	176	3	633
Granite City, IL (L27)	449	13	180	3	645
Illinois River (La Grange)	17	2	14	0	33
Ohio River (Olmsted)	58	0	20	2	80
Arkansas River (L1)	0	17	22	0	40
Weekly total - 2020	507	30	223	5	764
Weekly total - 2019	120	9	144	0	273
2020 YTD[1]	7,183	689	4,815	51	12,737
2019 YTD[1]	5,210	855	3,881	69	10,015
2020 as % of 2019 YTD	138	81	124	73	127
Last 4 weeks as % of 2019[2]	215	249	154	115	192
Total 2019	12,780	1,631	14,683	154	29,247

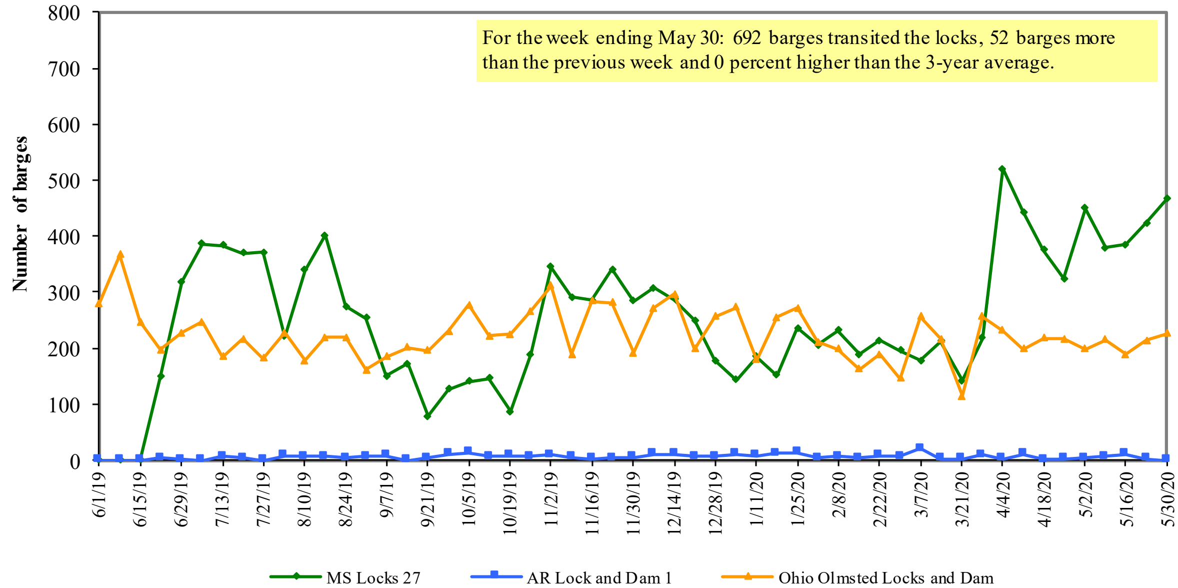
[1] Weekly total, YTD (year-to-date), and calendar year total include MS/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. L (as in "L15") refers to a lock or lock and dam facility. Olmsted = Olmsted Locks and Dam. La Grange = La Grange Lock and Dam.

[2] As a percent of same period in 2019.

Note: Total may not add exactly because of rounding. Starting from 11/24/2018, weekly movement through Ohio 52 is replaced by Olmsted.
Source: U.S. Army Corps of Engineers.

Figure 11

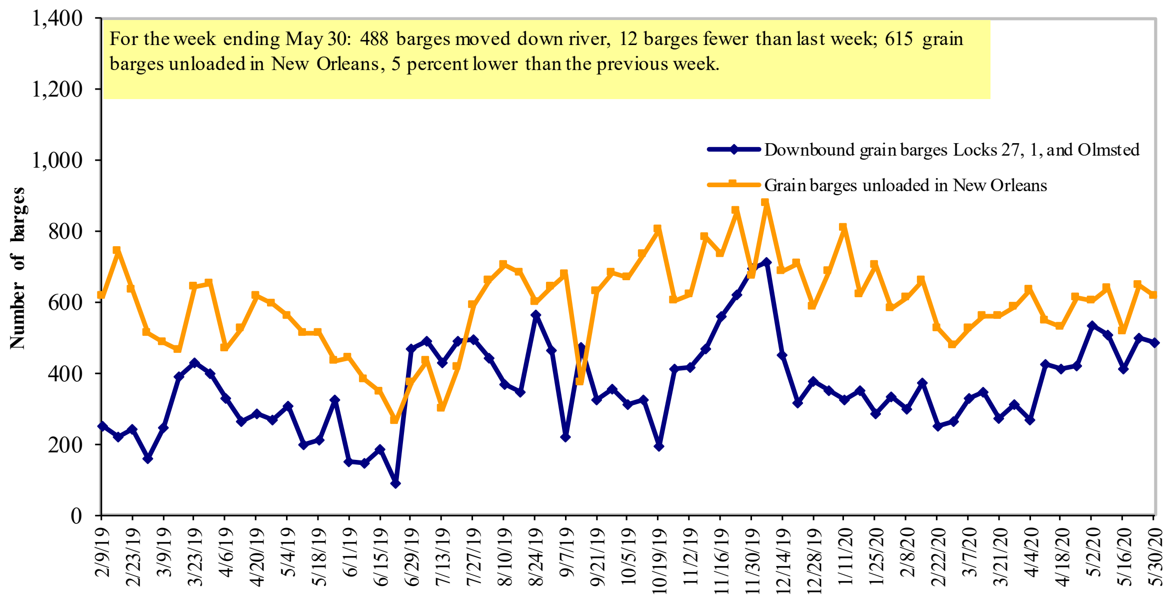
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

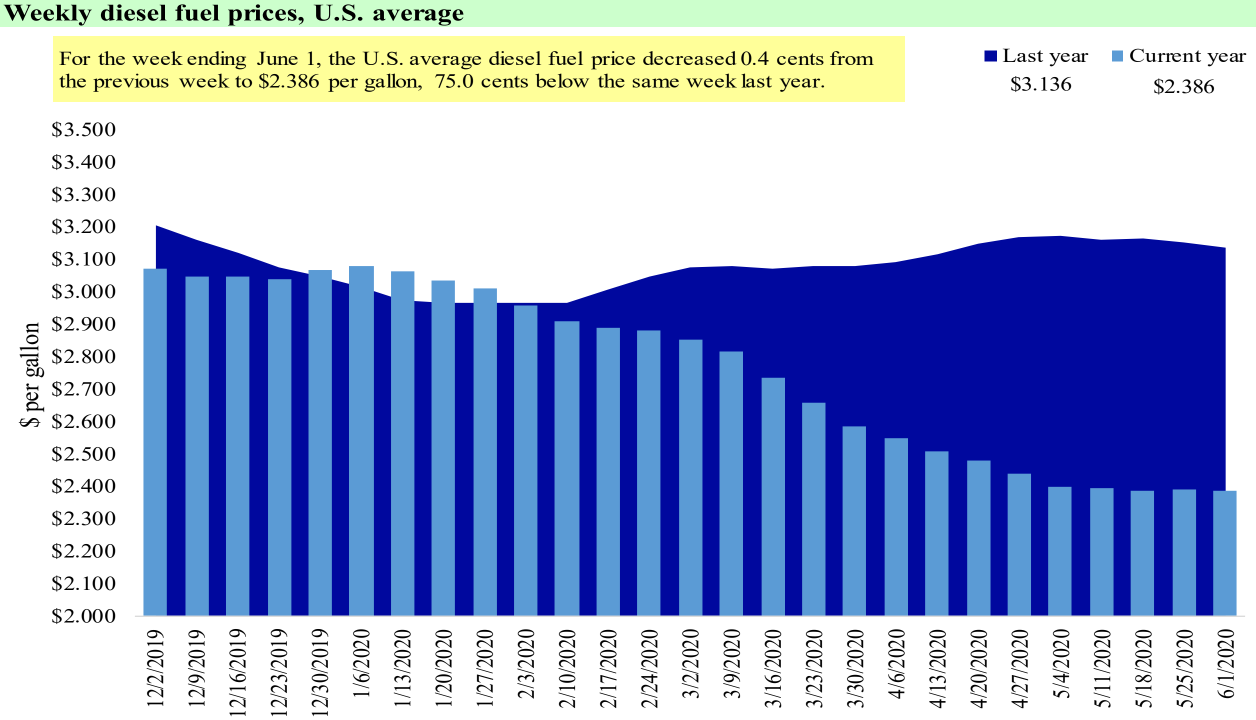
Retail on-highway diesel prices, week ending 6/1/2020 (U.S. $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.492	-0.006	-0.661
	New England	2.615	-0.009	-0.604
	Central Atlantic	2.666	0.000	-0.678
	Lower Atlantic	2.349	-0.010	-0.662
II	Midwest	2.226	-0.004	-0.800
III	Gulf Coast	2.171	-0.004	-0.704
IV	Rocky Mountain	2.340	-0.008	-0.823
V	West Coast	2.900	-0.002	-0.860
	West Coast less California	2.560	-0.001	-0.760
	California	3.181	-0.001	-0.928
Total	United States	2.386	-0.004	-0.750

[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

Source: U.S. Department of Energy, Energy Information Administration.

Figure 13
Weekly diesel fuel prices, U.S. average



Source: U.S. Department of Energy, Energy Information Administration, Retail On-Highway Diesel Prices.

Grain Exports

Table 12

U.S. export balances and cumulative exports (1,000 metric tons)

For the week ending	HRW (Wheat)	SRW (Wheat)	HRS (Wheat)	SWW (Wheat)	DUR (Wheat)	All wheat	Corn	Soybeans	Total
Export balances [1]									
5/21/2020	995	175	1,122	705	43	3,041	12,171	6,719	21,931
This week year ago	1,168	233	540	433	28	2,401	8,647	11,825	22,873
Cumulative exports-marketing year [2]									
2019/20 YTD	9,039	2,268	6,841	4,655	922	23,725	27,668	35,443	86,835
2018/19 YTD	8,230	3,129	6,613	5,019	476	23,467	39,601	34,347	97,414
YTD 2019/20 as % of 2018/19	110	72	103	93	194	101	70	103	89
Last 4 wks. as % of same period 2018/19*	103	79	222	178	300	143	149	51	98
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327
Total 2017/18	9,150	2,343	5,689	4,854	384	22,419	57,209	56,214	135,842

[1] Current unshipped (outstanding) export sales to date.
[2] Shipped export sales to date; new marketing year now in effect for wheat, corn, and soybeans.
Note: marketing year: wheat = 6/01-5/31, corn and soybeans = 9/01-8/31. YTD = year-to-date; wks. = weeks; HRW= hard red winter; SRW = soft red winter; HRS= hard red spring; SWW= soft white wheat; DUR= durum.
Source: USDA, Foreign Agricultural Service.

Table 13

Top 5 importers[1] of U.S. corn

For the week ending 5/21/2020	Total commitments[2] 2020/21 next MY	2019/20 current MY	2018/19 last MY*	% change current MY from last MY	Exports[3] 3-yr. avg. 2016-18
		- 1,000 mt -			
Mexico	1,703	13,478	15,028	(10)	14,659
Japan	534	8,801	11,425	(23)	11,955
Korea	0	2,171	3,695	(41)	4,977
Colombia	20	3,811	4,466	(15)	4,692
Peru	0	191	1,992	(90)	2,808
Top 5 importers	**2,257**	**28,452**	**36,605**	**(22)**	**39,091**
Total U.S. corn export sales	**3,385**	**39,906**	**48,247**	**(17)**	**54,024**
% of projected exports	6%	88%	92%		
Change from prior week[2]	**47**	**427**	**907**		
Top 5 importers' share of U.S. corn export sales	67%	71%	76%		72%
USDA forecast May 2020	**54,707**	**45,165**	**52,545**	**(14)**	
Corn use for ethanol USDA forecast, May 2020	**132,080**	**125,730**	**136,601**	**(8)**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; marketing year (MY) = Sep 1 - Aug 31.
[2]Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. Total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales.
[3]FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.
Note: A red number in parentheses indicates a negative number; mt = metric ton.
Source: USDA, Foreign Agricultural Service.

Table 14

Top 5 importers[1] of U.S. soybeans

For the week ending 5/21/2020	Total commitments[2] 2020/21 next MY	2019/20 current MY	2018/19 last MY*	% change current MY from last MY	Exports[3] 3-yr. avg. 2016-18
		- 1,000 mt -			- 1,000 mt -
China	1,234	14,745	13,483	9	25,733
Mexico	501	4,439	4,697	(6)	4,271
Indonesia	0	1,772	2,001	(11)	2,386
Japan	87	2,208	2,253	(2)	2,243
Egypt	0	3,000	2,425	24	1,983
Top 5 importers	**1,822**	**26,163**	**24,859**	**5**	**36,616**
Total U.S. soybean export sales	**2,332**	**42,162**	**46,172**	**(9)**	**53,746**
% of projected exports	4%	92%	97%		
change from prior week[2]	**203**	**644**	**399**		
Top 5 importers' share of U.S. soybean export sales	78%	62%	54%		**68%**
USDA forecast, May 2020	**55,858**	**45,640**	**47,629**	**96**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; marketing year (MY) = Sep 1 - Aug 31.
[2]Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales.
[3]FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.
Note: A red number in parentheses indicates a negative number; mt = metric ton.
Source: USDA, Foreign Agricultural Service.

Table 15

Top 10 importers[1] of all U.S. wheat

For the week ending 5/21/2020	Total commitments[2] 2020/21 next MY	2019/20 current MY	2018/19 last MY*	% change current MY from last MY	Exports[3] 3-yr. avg. 2016-18
		- 1,000 mt -			- 1,000 mt -
Philippines	352	3,578	3,237	11	3,047
Mexico	131	3,854	3,319	16	3,034
Japan	297	2,780	2,783	(0)	2,695
Nigeria	82	1,575	1,645	(4)	1,564
Indonesia	60	1,066	1,620	(34)	1,381
Korea	122	1,659	1,442	15	1,355
Taiwan	79	1,428	1,164	23	1,164
Egypt	0	101	821	(88)	821
Thailand	115	878	757	16	747
Iraq	0	262	671	(61)	574
Top 10 importers	**1,237**	**17,182**	**17,459**	**(2)**	**16,382**
Total U.S. wheat export sales	**3,033**	**26,766**	**25,868**	**3**	**24,388**
% of projected exports	12%	101%	101%		
change from prior week[2]	**497**	**210**	**153**		
Top 10 importers' share of U.S. wheat export sales	41%	64%	67%		67%
USDA forecast, May 2020	**25,886**	**26,431**	**25,504**	**4**	

[1] Based on USDA, Foreign Agricultural Service(FAS) marketing year ranking reports for 2018/19; Marketing year (MY) = Jun 1 - May 31.
[2] Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales.
[3] FAS marketing year final reports (carryover plus accumulated export); yr. = year; avg. = average.
Note: A red number in parentheses indicates a negative number.
Source: USDA, Foreign Agricultural Service.

Table 16

Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	For the week ending 05/28/20	Previous week*	Current week as % of previous	2020 YTD*	2019 YTD*	2020 YTD as % of 2019 YTD	Last 4-weeks as % of: Last year	Prior 3-yr. avg.	2019 total*
Pacific Northwest									
Wheat	339	254	133	6,540	5,965	110	93	93	13,961
Corn	343	269	128	3,852	5,711	67	112	79	7,047
Soybeans	3	0	n/a	2,736	4,162	66	118	46	11,969
Total	**686**	**523**	**131**	**13,128**	**15,838**	**83**	**103**	**81**	**32,977**
Mississippi Gulf									
Wheat	23	31	75	1,472	2,425	61	21	29	4,448
Corn	632	595	106	12,497	11,469	109	149	113	20,763
Soybeans	294	205	143	9,424	10,360	91	69	87	31,398
Total	**949**	**831**	**114**	**23,393**	**24,254**	**96**	**99**	**96**	**56,609**
Texas Gulf									
Wheat	135	141	96	1,683	3,024	56	51	78	6,009
Corn	11	25	43	344	331	104	112	94	640
Soybeans	0	0	n/a	7	0	n/a	n/a	0	2
Total	**146**	**166**	**88**	**2,033**	**3,356**	**61**	**55**	**80**	**6,650**
Interior									
Wheat	28	43	66	965	712	136	91	85	1,987
Corn	122	189	64	3,373	3,078	110	115	97	7,857
Soybeans	110	150	74	2,795	2,764	101	104	104	7,043
Total	**260**	**382**	**68**	**7,133**	**6,555**	**109**	**108**	**98**	**16,887**
Great Lakes									
Wheat	0	21	0	204	350	58	38	55	1,339
Corn	0	0	n/a	0	0	n/a	n/a	0	11
Soybeans	0	0	n/a	17	83	20	21	16	493
Total	**0**	**21**	**0**	**220**	**433**	**51**	**35**	**37**	**1,844**
Atlantic									
Wheat	0	0	n/a	1	32	4	n/a	n/a	37
Corn	0	0	n/a	8	75	11	0	0	99
Soybeans	10	6	173	377	586	64	37	37	1,353
Total	**10**	**6**	**173**	**386**	**693**	**56**	**28**	**31**	**1,489**
U.S. total from ports*									
Wheat	526	489	107	10,864	12,509	87	63	76	27,781
Corn	1,108	1,078	103	20,075	20,664	97	130	98	36,417
Soybeans	417	360	116	15,356	17,955	86	78	80	52,258
Total	**2,051**	**1,928**	**106**	**46,295**	**51,128**	**91**	**94**	**88**	**116,457**

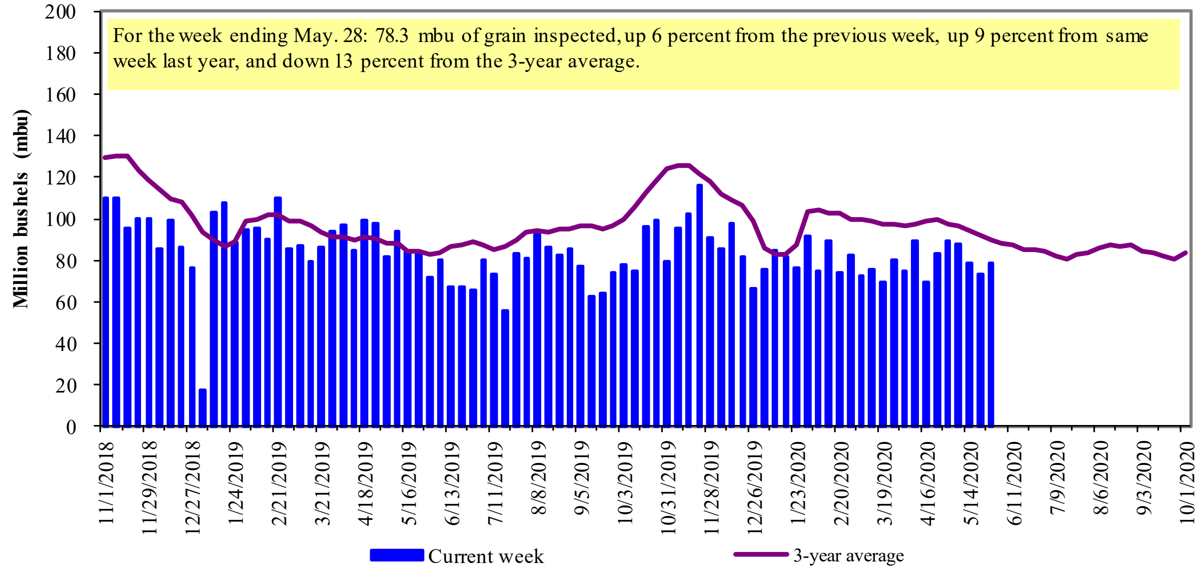
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2019.

Figure 14

U.S. grain inspected for export (wheat, corn, and soybeans)

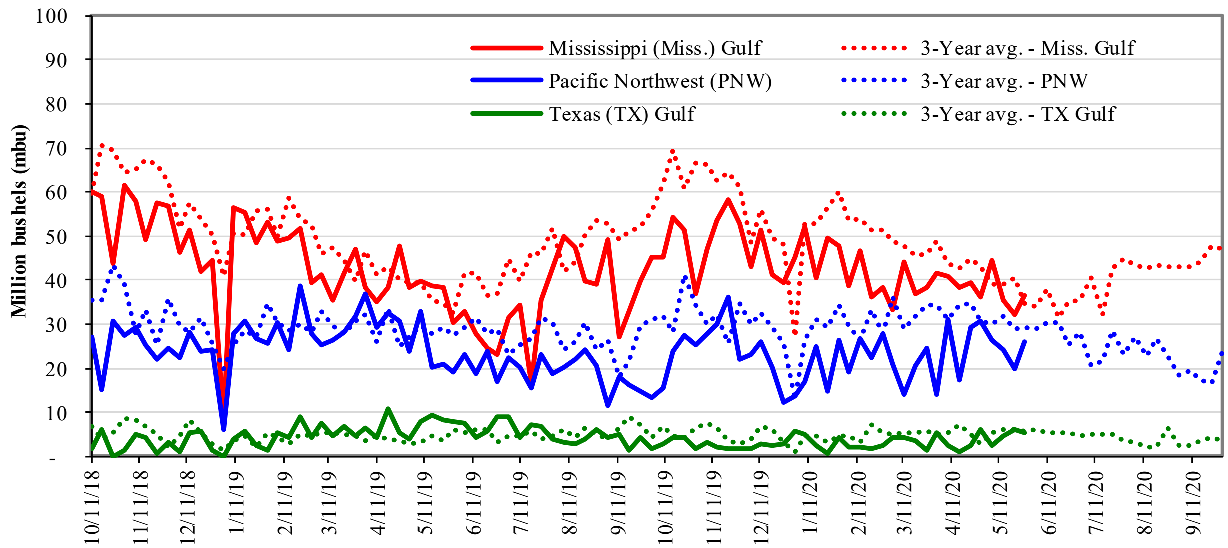


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

U.S. Grain inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



Week ending 05/28/20 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	36.5	Last wk:	up 14	down 12	up 10	up 31
PNW:	26.1	Last Year (same wk):	up 20	down 32	up 9	up 36
TX Gulf:	5.4	3-yr avg. (4-wk. mov. Avg):	down 5	down 7	down 5	down 13

Source: USDA, Federal Grain Inspection Service.

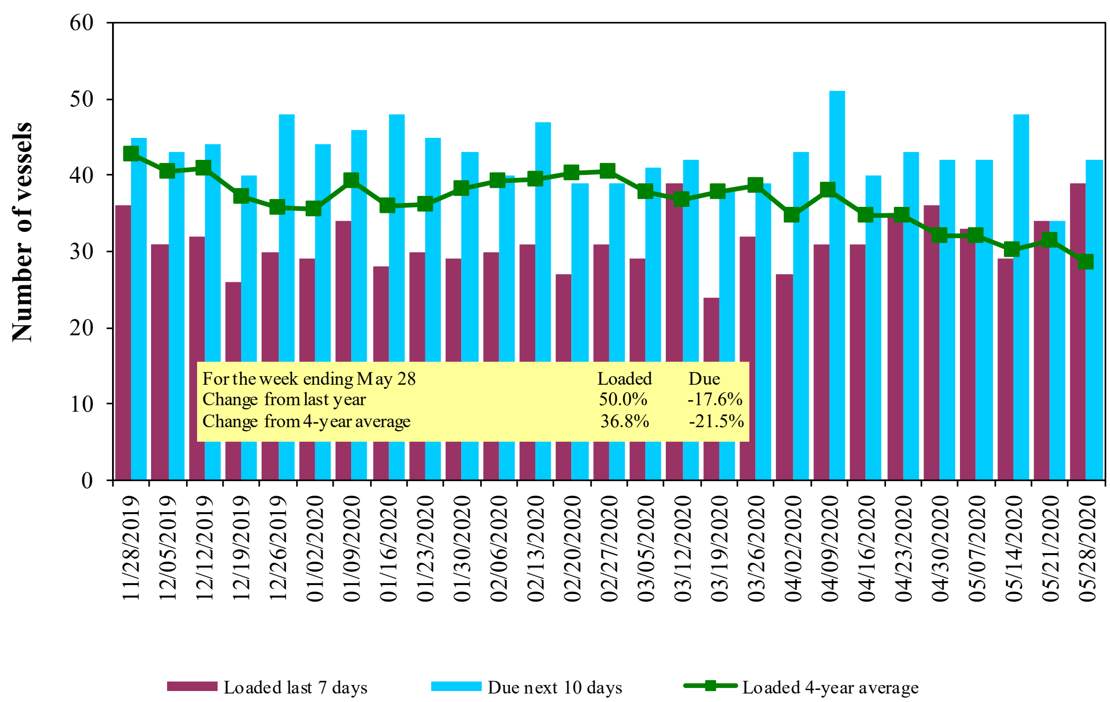
Ocean Transportation

Table 17
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
5/28/2020	23	39	42	14
5/21/2020	34	34	34	18
2019 range	(26…61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

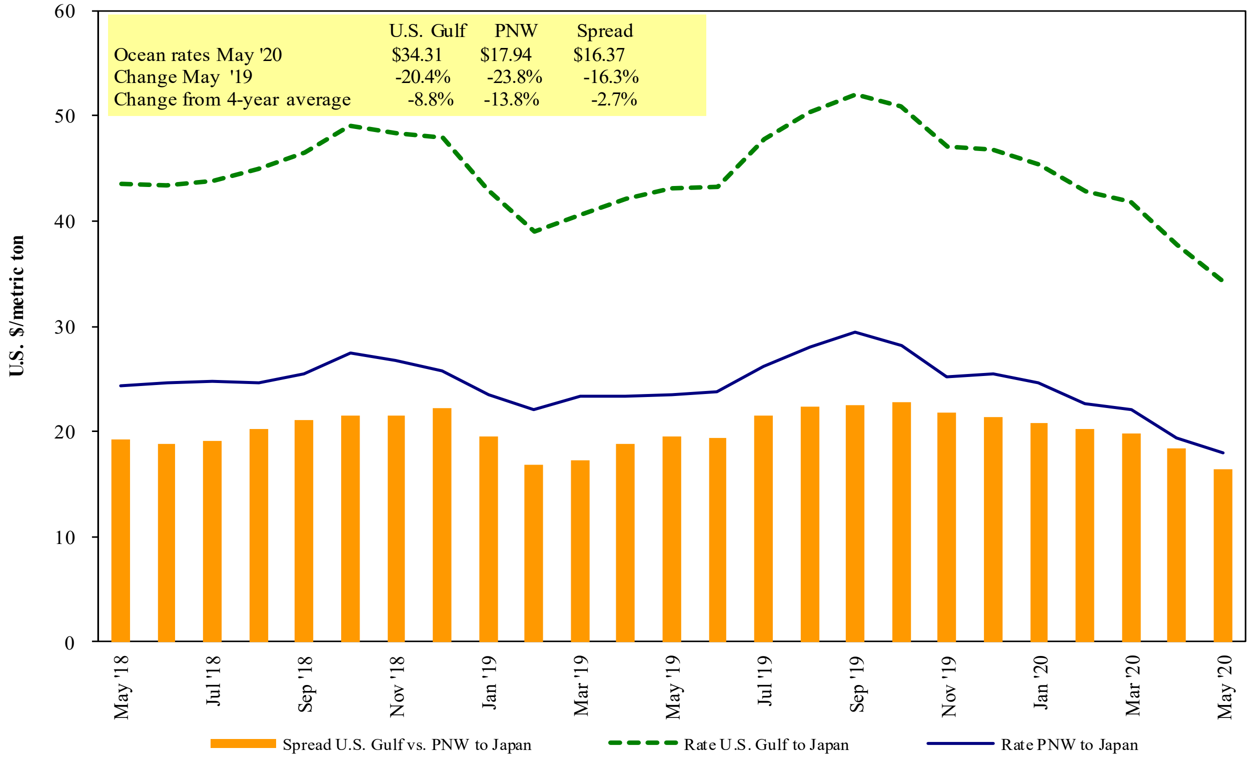
Figure 16
U.S. Gulf[1] vessel loading activity



[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.
Source:USDA, Agricultural Marketing Service.

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

Ocean freight rates for selected shipments, week ending 05/30/2020

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Djibouti	Wheat	Jun 5/15	30,000	131.75*
U.S. Gulf	Djibouti	Sorghum	Apr 17/27	45,730	105.75*
U.S. Gulf	Pt Sudan	Sorghum	Jun 5/15	33,370	99.50
PNW	Yemen	Wheat	Jun 5/15	40,000	40.89
PNW	Yemen	Wheat	Jun 5/15	30,000	44.89
PNW	Yemen	Wheat	May 18/26	20,000	55.75*
PNW	Yemen	Wheat	May 4/14	49,630	36.50
PNW	Yemen	Wheat	Mar 26/Apr 6	35,000	51.84*
PNW	Taiwan	Wheat	Apr 27/May 11	50,700	29.40
Brazil	China	Heavy grain	May 20/30	69,000	21.00
Brazil	China	Heavy grain	May 19/29	66,000	21.50
Brazil	SE Asia	Corn	Jul 1/6	66,000	22.75
Brazil	China	Heavy grain	May 1/31	60,000	33.25 op 33.00
Brazil	China	Heavy grain	Apr 2/16	66,000	30.75
Brazil	China	Heavy grain	Mar 1/10	65,000	32.00

*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

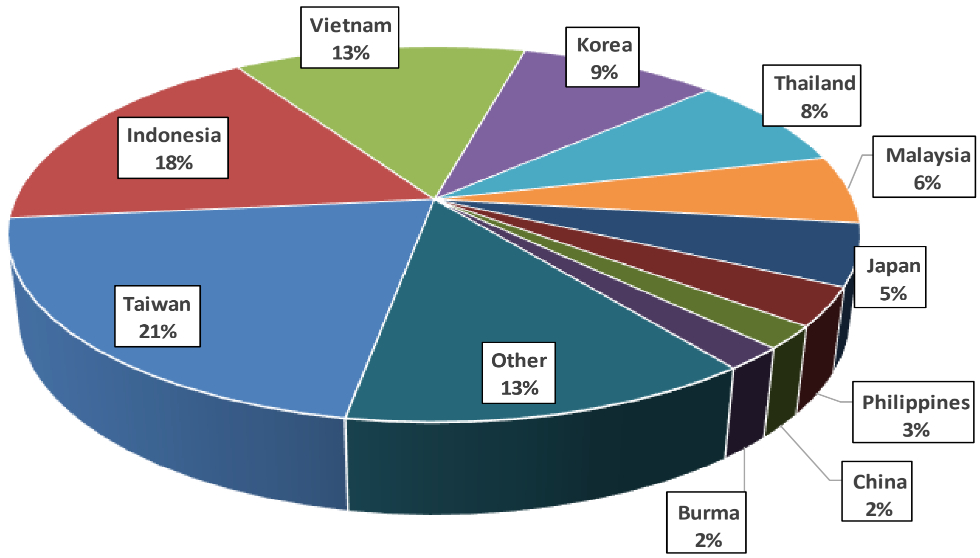
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

Source: Maritime Research, Inc.

In 2018, containers were used to transport 8 percent of total U.S. waterborne grain exports. Approximately 55 percent of U.S. waterborne grain exports in 2018 went to Asia, of which 13 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

Figure 18

Top 10 destination markets for U.S. containerized grain exports, 2019

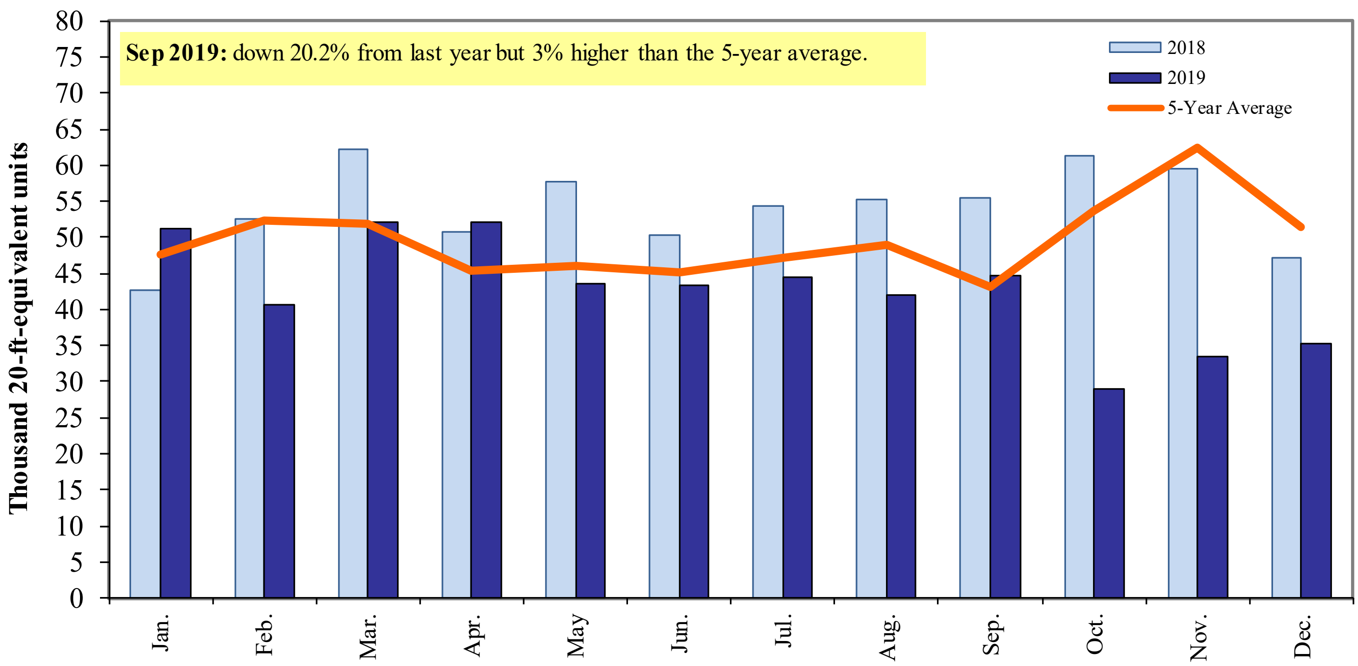


Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, and 120810.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

Figure 19

Monthly shipments of containerized grain to Asia



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

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Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* June 4, 2020. Web: **http://dx.doi.org/10.9752/TS056.06-04-2020**

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